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GetMet 2012

Make a difference to your flying with accurate weather briefing

Flight planning

In addition to weather information:

- UK and Foreign NOTAM information is available from the UK Aeronautical Information Service at **http://www.nats-uk.ead-it.com/public/index.php.html** where you can also access the UK AIP, its supplements, AICs and a flight plan form.
- For abbreviated and updated information on certain UK airspace restrictions, call the AIS information line on **0500 354802** or **+44 (0)20 8750 3939.**

Pilot's pre-flight check

*Designed for General Aviation pilots, but information applies to everyone. SafetySense leaflets are in LASORS and the CAA website **www.caa.co.uk/safetysense** through "general aviation".*

Valid medical, type/class rating?	
90-day rule for passengers?	
Map/charts and information in date?	***http://www.nats-uk.ead-it.com/public/index.php.html***
Frequencies changed?	***http://www.nats-uk.ead-it.com/public/index.php.html***
Flight plan required?	*GetMet page 22 or AIS website*
File CANP/PINS?	*Freephone **0800 515544** or fax **0500 300120***
Mass/balance calculations?	*Flight manual, SafetySense leaflet 9*
Weather forecast — route/area?	F215/415, TAFs/METARs *GET MET Pages 4-17*
NOTAMs and aeronautical information checked?	***http://www.nats-uk.ead-it.com/public/index.php.html***
Route planned? Fuel? Diversion? Safety altitude?	*SafetySense leaflet 5*
Take off/landing performance?	*Flight Manual, SafetySense leaflet 7*
Temporary restricted airspace?	*AIS website or freephone **0500 354 802** or call **+44 (0)20 8750 3939***
Aircraft serviceable?	
Pilot fit, both physically and mentally?	*SafetySense leaflet 24*
Passengers briefed?	*SafetySense leaflet 2*

Contents

	Page
Introduction	2
Web services	4
Telephone services	6
Met. decodes	8
TAF	
METAR and SPECI	
Metform 215	
En route information	18
VHF Volmet	
ATIS	
Useful contacts	20
Filing flight plans	22

While every effort is made to ensure that contents are accurate at the time of going to print, readers should note that frequencies/reporting airfields, etc., may change during the year.

Updates to GetMet will be available from the Met Office website, as applicable.

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Introduction

Common sense and the law require you to obtain all the necessary weather information in order to plan and conduct your flight safely. Full information on meteorological services can be found in the UK AIP in the General Section at 3.5.

This booklet is intended to help you to obtain this information via internet, fax and telephone. If you have any suggestions for improving this booklet, or need further copies, please contact:

Met Office FitzRoy Road Exeter Devon EX1 3PB
Fax: 0870 900 5050
Email: aviation@metoffice.gov.uk
www.metoffice.gov.uk/aviation

If you are unable to use any of the services, the TAFs and METARs, or require clarification for F214, F215, F414 and F415, special forecasts and route forecasts please call:

0870 900 0100

For aircraft departing from Isle of Man and Channel Islands please call:

Isle of Man	**01624 821641 (ATC Hours)**
Jersey	**01534 492256 (ATC Hours)**

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The Met Office's online web services provide a comprehensive range of weather briefing services direct to your computer.

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- F214 / F215
- UK TAFs and METARs
- UK AIRMETs
- Ballooning forecasts
- Satellite and rainfall imagery

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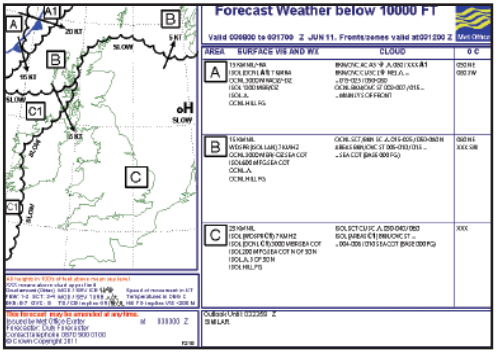
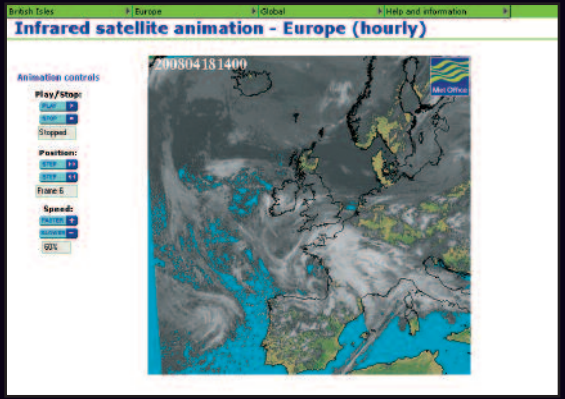

Forecast Weather below 10000 FT
Valid 006000 to 001700 Z JUN 11. Fronts/zones valid at001200 Z
AREA SURFACE VIS AND WX CLOUD 0 C
A
B
C



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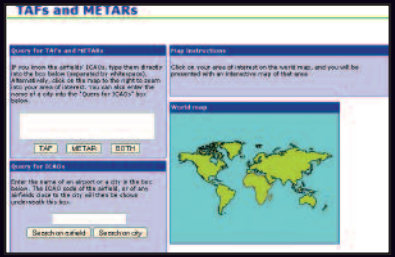
- Lightning observations



Telephone services

Forecaster consultancy

If you need more than just clarification, or you cannot access charts or other information, you can speak directly to an aviation forecaster — available 24 hours a day. With our aviation forecaster consultancy, you can:

- speak to one of our aviation forecasters about the weather as it affects you, for example, planning return flights, weather windows;
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Helpline/Customer Services

Our helpline is staffed 24 hours a day throughout the year. Discuss any service in more detail or receive help on any technical difficulties.
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Met. decodes Aerodrome forecast – TAF decode

Code element	Example	Decode		Notes
1 Report type	TAF	'Terminal Aerodrome Forecast'		Name for an aerodrome forecast
2 Location	EGSS	'London Stansted'		Station four-letter ICAO indicator
3 Date/Time of origin Zulu is equivalent to UTC	130500Z	'For the 13th at oh, five, hundred, Zulu'		
4 Validity time	1306/1406	'Valid from oh, six, hundred on the 13th to,	oh, six, hundred on the 14th	UTC (Greenwich Mean Time)
5 Wind	31015G25KT	'Three one zero degrees, fifteen knots,	max twenty five knots'	VRB = Variable; 00000KT = calm. *Wind direction is given in degrees true*
6 Prevailing visibility or CAVOK*	8000	'Eight kilometres'		9999 = 10 km or more; 0000 = less than 50 metres
7 Significant weather	-SHRA	'Light rain showers'		See present weather table on METAR (page 18) for details; NSW = No significant weather
8 Cloud	FEW005 SCT010 SCT018CB BKN025	'Few at five hundred feet, scattered at one thousand feet, scattered cumulonimbus at one thousand eight hundred feet. Broken at two thousand five hundred feet'		FEW = 1-2 oktas; SCT = 3-4 oktas; BKN = 5-7 oktas; OVC = 8 oktas; 'VV///' = state of sky obscured (cloud base not discernible); figures in lieu of '///' give forecast vertical visibility in hundreds of feet. NSC = no significant cloud (none below 5,000 feet and no TCU or CB) TCU and CB will be the only cloud types specified. Cloud heights are given in feet above airfield height.
9 Significant changes *Probability* *Time* *Change indicator* *Met. groups*	 PROB30 1314/1316 BECMG 1314/1316 FM131400 TSRA BKN010CB	 '30% probability' 'from fourteen hundred on the 13th to the 13th,' or 'becoming from fourteen sixteen hundred on the 13th' or 'from the 13th' followed by 'Thunderstorm with cumulonimbus at one thousand feet'	 sixteen hundred on hundred on the 13th to fourteen hundred on rain, broken	 Only 30% or 40% probability will be used. Indicates beginning and end time of forecast period in UTC. Also TEMPO = temporarily may be used. Met. group follows indicating a change in some or all of the elements forecast in the first part of the TAF.

** CAVOK will replace visibility and cloud groups.*

Note: CNL may be used to indicate that a TAF is cancelled.

Example 1. 24-hr TAF

FTUK32 EGGY 110500
EGPK 110500Z 1106/1206 13010KT 9000 BKN010
BECMG 1106/1108 BKN018 PROB30 TEMPO 1108/1116 17025G40KT 4000 TSRA
BKN012CB BECMG 1118/1121 3000 BR NSC=

Decode

Twenty four-hour TAF issued at 0500 UTC on the 11th. Prestwick valid from oh six hundred on the 11th to oh six hundred on the 12th. Wind one three zero degrees ten knots. Nine kilometres visibility. Broken at one thousand feet. Becoming from oh six hundred on the 11th to oh eight hundred on the 11th, broken at one thousand eight hundred feet. 30% probability, temporarily between oh eight hundred on the 11th to sixteen hundred on the 11th, wind one seven zero degrees twenty five knots, gusting to forty knots. Four thousand metres visibility. Thunderstorm with moderate rain. Broken cumulonimbus at one thousand two hundred feet. Becoming from eighteen hundred on the 11th to twenty one hundred on the 11th, three thousand metres visibility, mist, no significant cloud.

Example 2. 9-hr TAF

FCUK33 EGGY 300800
EGTE 300800Z 3009/3018 23010KT 9999 SCT010 BKN018 BECMG 3011/3014
6000 -RA BKN012 TEMPO 3014/3018 2000 DZ OVC004 =

Decode

Nine-hour TAF issued at 0800 Zulu on the 30th. Exeter valid from oh nine hundred on the 30th to eighteen hundred Zulu on the 30th. Wind two three zero degrees ten knots. Ten kilometres or more visibility. Scattered at one thousand feet. Broken at one thousand eight hundred feet. Becoming from eleven hundred on the 30th to fourteen hundred on the 30th, six kilometres, slight rain. Broken at one thousand two hundred feet. Temporarily between fourteen hundred on the 30th to eighteen hundred on the 30th. Two thousand metres visibility. Moderate drizzle. Overcast four hundred feet.

Met. decodes Aerodrome actual weather

METAR and SPECI decode

Code element	Example	Decode	Notes
1. Identification *METAR or SPECI* *Location indicator* *Date/time*	 METAR EGLL 291020Z AUTO	 Meteorological Airfield Report London Heathrow 'ten twenty Zulu on the 29th' a fully automated report with no human intervention	 METAR – aviation routine report, SPECI – selected special (not from UK civil aerodromes) Station four-letter indicator AUTO METARS may only be disseminated when an aerodrome is closed or at H24 aerodromes, where the accredited met. observer is on a CAA approved overnight duty break. Users are reminded that reports of visibility, present weather and cloud from automated systems should be treated with caution due to the limitations of the sensors themselves and the spatial area sampled by the sensors
2. Wind *Wind direction/speed* *Extreme direction*	 31015G27KT 280V350	 'three one zero degrees, fifteen knots, gusting twenty seven knots' 'varying between two eight zero and three five zero degrees'	 Max only given if ≥10 KT than mean. VRB = variable. 00000KT = calm. Variation given in clockwise direction, but only when mean speed is greater than 3 KT. Wind direction is given in degrees true
3. Visibility *Prevailing visibility* *Minimum visibility (In addition to the prevailing visibility required)*	 3200 1200SW	 'three thousand two hundred metres' 'twelve hundred metres to the south-west'	 0000 = 'less than 50 metres' 9999 = 'ten kilometres or more'. No direction is required The minimum visibility is also included alongside the prevailing visibility when the visibility in one direction, which is not the prevailing visibility, is less than 1,500 metres or less than 50% of the prevailing visibility and less than 5000 metres. A direction is also added as one of the eight *if* points of the compass.
4. RVR	R27R/1100	'RVR, runway two seven right, one thousand one hundred metres'	RVR tendency (U = increasing; D = decreasing; N = no change) may be added after figure (not currently used in the UK) e.g. R27R/1100D P1500 = more than 1,500 m; M0050 = less than 50 m. Significant variations – example: R24/0950V1100, i.e. varying between two values. (Not from UK civil aerodromes)
5. Present weather	+SHRA	'heavy rain showers'	+ = Heavy (well developed in the case of +FC and +PO); - = Light; no qualifier = Moderate. BC = Patches, BL = Blowing, BR = Mist, DR = Drifting, DS = Duststorm, DU = Dust, DZ = Drizzle, FC = Funnel cloud FG = Fog, FU = Smoke, FZ = Freezing, GR = Hail (>5 mm) GS = Small hail or snow pellets, HZ = Haze, IC = Ice crystals MI = Shallow, PL = Ice pellets, PO = Dust devils, PR = Banks RA = Rain, SA = Sand, SH = Showers, SG = Snow grains SN = Snow, SQ = Squalls, SS = Sandstorm, TS = Thunderstorm VA = Volcanic ash, VC = In vicinity, UP = Unidentified precipitation (AUTO METARS only) Up to three groups may be present, constructed by selecting and combining from the above. Group omitted if no weather to report.

Met. decodes Aerodrome actual weather – METAR and SPECI decode

Code element	Example	Decode	Notes
6. Cloud	FEW005 SCT010CB BKN025	'few at five hundred feet, scattered cumulonimbus at one thousand feet, broken at two thousand five hundred feet'	FEW = 'few' (1-2 oktas), SCT = 'Scattered' (3-4 oktas), BKN = 'Broken' (5-7 oktas), OVC = 'Overcast', NSC = no significant cloud (none below 5,000 ft and no TCU or CB) There are only two cloud types reported; TCU = towering cumulus and CB = cumulonimbus. VV/// = 'state of sky obscured' (cloud base not discernable). Figures in lieu of '///' give vertical visibility in hundreds of feet. Up to three, but occasionally more, cloud groups may be reported. Cloud heights are given in feet above airfield height NCD = no cloud detected (AUTO METARS only)
7. CAVOK†	CAVOK	'cav-oh-kay'	Visibility greater or equal to 10 km, no cumulonimbus or towering cumulus, no cloud below 5,000 ft or highest minimum sector altitude (MSA) (whichever is the greater) and no weather significant to aviation.
8. Temp and dew point	10/03	'temperature ten degrees Celsius, dew point three degrees Celsius'	If dew point is missing, example would be reported as 10///. M indicates a negative value.
9. QNH	Q0995	'nine nine five'	Q indicates millibars. If the letter A is used QNH is in inches and hundredths.
10. Recent weather	RETS	'recent thunderstorm'	RE = recent, weather codes given above. Up to three groups may be present.
11. Wind shear	WS RWY24	'wind shear runway two four'	Will not be reported at present for UK aerodromes.
12. Colour state	BLU	Blue	Military reports also display a colour state BLU, WHT, GRN, YLO1, YLO2, AMB or RED, coded according to cloud and visibility. BLACK indicates the runway is unusable.
13. Trend	BECMG FM1100 23035G50KT 3000 SHRA	'becoming from 1100, 230 degrees 35 KT, max 50 KT, temporarily, 3,000 metres, moderate rain showers	A forecast of significant changes in conditions during the two hours after observation time. BECMG = Becoming TEMPO = Temporarily NOSIG = No sig change NSW = No sig weather AT = At FM = From TL = Until NSC = No sig cloud Any of the wind, visibility, weather or cloud groups may be used, and CAVOK. Multiple groups may be present.
† CAVOK will replace visibility and cloud groups			

Example SAUK02 EGGY 301220 METAR
EGLY 301220Z 24015KT 200V280 8000 –RA FEW010 BKN025 18/15 Q0983
TEMPO 3000 RA BKN008=

An example of the above METAR for 1220 UTC on the 30th of the month, in plain language:

EGLY: Issued at 1220Z on 30th. Surface wind: mean 240 deg true, 15 KT; varying between 200 and 280 deg; prevailing visibility 8 km; weather: light rain; cloud: 1-2 oktas base 1,000 ft, 5-7 oktas 2,500 ft; temperature +18 °C, dew point: +15 °C; QNH 983 mb; Trend: temporarily 3,000 m in moderate rain with 5-7 oktas 800 ft.

Example SAUK02 EGGY 301220 METAR
EGPZ 301220Z 30025G37KT 270V360 6000 1200NE +SHSN SCT005 BKN010CB
03/M01 Q0999 RETS BECMG AT1300 9999 NSW SCT015=

An example of the above METAR for 1220 UTC on the 30th of the month, in plain language:

EGPZ: Issued at 1220Z on the 30th. Surface wind: mean 300 deg true, 25 KT; maximum 37 KT, varying between 270 and 360 deg; prevailing visibility 6 km, minimum visibility 1,200 m (to north-east); heavy shower of snow; Cloud. 3-4 oktas base 500 ft, 5-7 oktas CB base 1,000 ft; temperature +3 °C, dew point –1 °C; QNH 999 mb; Thunderstorm since the previous report; Trend: improving at 1300 Zulu to 10 km or more, nil significant weather, 3-4 oktas 1,500 ft.

Met. decodes

Metform 216
Explanatory notes for the new Metform 215
(Chart of forecast weather below 10,000 feet)

The Metform 215 provides a forecast of in-flight weather conditions below 10,000 feet covering the British Isles and very near Continent for a 9-hour period centred on a specified fixed time. It is designed for use as either an area forecast or a route forecast. For simplicity the same codes have been used as are used in the METAR code.

Information provided

(a) Charts

The chart area shows the forecast position, direction and speed of surface fronts and pressure centres at the fixed time shown in the chart's title box.

Zones of distinct weather are enclosed by continuous scalloped lines, each zone being identified by a letter within a box. Sub-zones may also be included and are indicated by a letter followed by a number e.g. A1. Where a zone is not linked to a front, the expected speed of movement of the boundary may be given.

(b) Tabular forecast

For each zone (identified by its number on the left hand chart), the text will detail the expected surface horizontal visibility, weather and cloud during the period of validity, including any sub zones referred to within the text and spatial or temporal variations within the zone. A general outlook is also included and describes the principal weather changes expected during the 7-hour period following the end of the chart validity.

Issue times

The date and time at which the forecast is issued by the Met Office are shown at the bottom left corner of the chart.

ilable	Fixed forecast I	iod of val I	look to	Progno I ite only)
0330 UTC	1200 UTC	0800 — 1700 UTC	2359 UTC	1800 UTC
0930 UTC	1800 UTC	1400 — 2300 UTC	0600 UTC	0000 UTC
1530 UTC	0000 UTC	2000 — 0500 UTC	1200 UTC	0600 UTC
2130 UTC	0600 UTC	0200 — 1100 UTC	1800 UTC	1200 UTC

Amendments

Amendments will appear in black bold (italic and underlined) whenever an element changes through thresholds agreed between the Met Office and the CAA Met Authority. The word 'amended' at the top will appear in red.

Tolerances

	Original forecast	Revised opinion
General cloud base, AMSL (amounts of SCT or more)	2500 FT or more 1500 FT to 2500 FT 700 FT to 1500 FT 500 FT to 700 FT 300 FT to 500 FT 200 FT to 300 FT SFC. to 200 FT	< 2500 FT < 1500 FT or > 2500FT < 700 FT or > 1500 FT < 500 FT or > 700 FT < 300 FT or > 500 FT < 200 FT or > 300 FT > 200 FT
Visibility (general visibility)	8 KM or more 5000 M to 8 KM 3700 M to 5000 M 2500 M to 3700 M 1600 M to 2500 M 800 M to 1600 M 000 M to 800 M	< 8 KM < 5000 M or > 8 KM < 3700 M or > 5000 M < 2500 M or > 3700 M < 1600 M or > 2500 M < 800 M or > 1600 M > 800 M

There are also amendment criteria for the occurrence/non-occurrence of weather, icing severity, turbulence severity and boundaries.
See UK AIP GEN 3.5 4.6d Amended Route/Area Forecast (Advisory Criteria).

Pressure centres and fronts

The surface positions of pressure centres are shown by an **'X'** for low pressure and **'O'** for high pressure accompanied by a letter **'L'** (low) or **'H'** (high) as appropriate.

Example pressure centres *x L* *o H*

Surface frontal positions

Warm front Cold front Occulusion Trough

Speed of movement of fronts and centres will be indicated by arrows and adjacent figures in knots.

15 KT

Usually a speed of movement less than 5 knots is indicated as **'SLOW'**. Ridge axes are not normally shown.

Abbreviations commonly used in tabular section – a full list of abbreviations can be found in UK AIP, GEN 2.2

Points of the compass (**N, NE, E, ENE** etc.) may be used to express direction, or to refer to part of a zone.

Surface horizontal visibility expressed in metres (M) or kilometres (KM) with change over at 5,000 metres.

Met. decodes

Weather

DZ drizzle	**GR** hail	**RA** rain	**SN** snow
FG fog	**HZ** haze	**BR** mist	**FZ** freezing
SH shower	**TS** thunderstorm	**GS** small hail/snow pellets	**GR** hail

A – prefix (e.g. –DZ) indicates slight precipitation.
No prefix indicates moderate precipitation (e.g. DZ).
A + prefix indicates heavy precipitation (e.g. +RA).
Weather phenomena may also be written as a combination of abbreviations, e.g. TSRASN (thunderstorm with moderate rain and snow).

Cloud

Cloud amount (FEW, SCT, BKN, OVC) and type will be followed by an icing and turbulence symbol, if appropriate, and then the height of the cloud base and tops above mean sea level (AMSL).

The familiar abbreviations for cloud type will be used.

Cloud tops extending above 10000 FT will be shown by XXX

The following symbols will be used to show icing in cloud:

Slight icing: not shown

Moderate/severe icing (MOD/SEV icing):

The following symbols will be used to show turbulence in cloud as well as mechanical turbulence over land:

Slight turbulence: not shown

Moderate/severe turbulence (MOD/SEV TURB):

A forecast of CB or TS implies severe turbulence and or icing

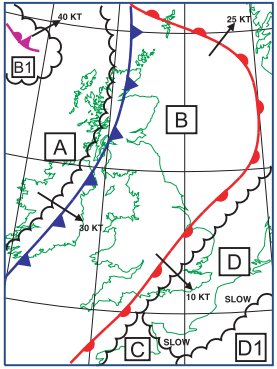
The height of the 0 °C isotherm (or 'freezing level') is provided in the column to the right of the cloud and this can be used for guidance as to the level above which icing is likely. The figure will indicate the average freezing level within the area.

Mountain wave activity is included in the visibility and weather section with a forecast vertical speed.

MAX maximum	**WKN** weakening	**FPM** feet per minute
VSP vertical speed	**MTW** mountain waves	

Hill FG is used to indicate hill fog and implies a surface visibility of less than 200 metres.

A full decode of the F215 is available at www.metoffice.gov.uk/aviation.



Forecast Weather below 10000 FT

Met Office

Valid 101400 to 102300 Z JAN 06. Fronts/zones valid at 101800 Z

AREA	SURFACE VIS AND WX	CLOUD	0 C
A	30 KM NIL OCNL 7 KM SHRA ISOL 4000 M TSGR W FM 21 Z LOC 800 M SHSN MON (WDSPR N) ISOL HILL FG	SCT/BKN CU SC 015-030 / 070-XXX ISOL CB 015 / XXX W FM 21 Z	040-050
B	15 KM NIL+RA WDSPR 7 KM RA ISOL 4000 M +RA MAINLY FAR N ... ... AND B1 OCNL 3000 M RADZ/BR WARM ... ... SECTOR OCNL 800 M SN MON FAR NE MTW MAX VSP 700 FPM AT 080	BKN/OVC SC AC AS ... ... (LOC NS FAR N AND B1) ... ... 015-030 / 070 (+XXX MAINLY FRONTS) OCNL BKN ST 006-012 / 015 ... ... (LOC BASE 002 SEA/WINDWARD COT)	060-090 ... ... BUT 030-050... ... FAR NE
C	20 KM NIL	SCT/BKN CU SC 015-020 / 030-040	060
D	15 KM NIL WDSPR 7 KM HZ LAN OCNL 3000 M BR LAN ISOL (OCNL D1) 200 M FG/FZFG LAN ISOL (OCNL D1) HILL FG	SCT/BKN (LOC FEW D1) SC 020 / 035 ISOL (OCNL D1) BKN ST 004-007 / ... ... 010-015 LAN (BASE 000 FG/FZFG)	050 WITH ... ... AREAS ... ... SUB ZERO ... ... 000-010 ... ... LAN

Outlook Until 110600 Z: SHOWERY CONDITIONS SPREADING SE TO ALL AREAS.

Metform 214

Complements Metform 215 (above) by providing forecast spot upper winds and temperatures covering a similar area.

Metforms 415 and 414

Metforms 415 (significant weather) and 414 (upper winds/temps) are charts prepared in a similar format (but no outlook) for low-level flights into Europe.

An Outlook Chart is only included with the Met Office web version of the F215 and shows only the expected positions of the principal synoptic features and mean sea level isobars at the end of the period. *Weather zones are not given on the prognosis chart.*

En route information VHF Volmet

Call sign/ID	Frequency MHz	Operating hours	Stations	Contents	Remarks
1	2	3	4	5	6
LONDON VOLMET (MAIN)	135.375	H24 (continuous)	Amsterdam Brussels Dublin Glasgow London Gatwick London Heathrow London Stansted Manchester Paris/Charles de Gaulle	1. Half-hourly reports (METAR) 2. The elements of each report are broadcast in the following order: (a) Surface wind (b) Visibility* (c) RVR if applicable (d) Weather (e) Cloud* (f) Temperature (g) Dew point (h) QNH (i) Recent weather if applicable (j) Wind shear if applicable (k) Runway contamination warning if applicable (l) TREND if applicable * or CAVOK 3. Non-essential words such as 'surface wind', 'visibility', etc. are not spoken 4. Except for 'SNOCLO' (see Column 6). The Runway State Group is not broadcast 5. All broadcasts are in English	The spoken word 'SNOCLO' will be added to the end of the aerodrome report when that aerodrome is unusable for take-offs and landings due to heavy snow on runways or runway snow clearance
LONDON VOLMET (SOUTH)	128.600	H24 (continuous)	Birmingham Bournemouth Bristol Cardiff Jersey London Luton Norwich Southampton Southend Exeter		
†LONDON VOLMET (NORTH)	126.600	H24 (continuous)	E Midlands Humberside Isle of Man Leeds Bradford Liverpool London Gatwick Manchester Newcastle Durham Tees Valley		
SCOTTISH VOLMET	125.725	H24 (continuous)	Aberdeen/Dyce Belfast International Edinburgh Glasgow Inverness London Heathrow Prestwick Stornoway Sumburgh		

† Broadcast range extended to cover south-east England and English Channel

It is not normally possible to receive VHF Volmet while abroad. However, certain short-wave portable radios with an SSB function may be able to receive the regular HF transmissions of METAR and airfield information from the RAF on 5,450 kHz and 11,253 kHz. These cover major military aerodromes in the UK and abroad. TAFs and METARs for major civilian aerodromes are broadcast from Shannon on 3,413 kHz (night only), 5,505 kHz and 8,957 kHz (24 hours), and 13,264 kHz (day only).

VHF European VOLMET

VHF VOLMET is primarily designed for international commercial IFR operations. Each broadcast should have a mean range of 200 NM at FL300. Coverage at low levels will be significantly less than this. In addition to London Main, North and South, as well as Scottish VOLMET, the following broadcasts may be received in some parts of the UK.

AMSTERDAM 126.200 MHz	**BRUSSELS** 127.800 MHz	**DUBLIN** 127.000 MHz	**PARIS** 126.000 MHz
Amsterdam	Brussels	Dublin	Paris/CDG
Rotterdam	Oostende	Shannon	Paris/Orly
Brussels	London/Heathrow	Cork	Lyon/Satolas
Düsseldorf	Luxembourg	Belfast	Geneva
Paris/CDG	Amsterdam	Glasgow	Zurich
London/Heathrow	Paris/Orly	Prestwick	London/Heathrow
London/Gatwick	Frankfurt	Manchester	London/Gatwick
Copenhagen	Cologne-Bonn	London/Heathrow	Brussels
Hamburg	Düsseldorf	London/Gatwick	Amsterdam

Aerodrome terminal information service (ATIS)

Certain aerodromes provide weather and/or aerodrome information by telephone, although not necessarily as a 24-hour service:

Belfast City ATIS	02890 935124
Benbecula ATIS	01870 604818
Birmingham ATIS	0121 780 0910
Blackpool ATIS	01253 343434 x8315
Bournemouth ATIS	01202 364151
Cardiff ATIS	01446 729319
Carlisle ATIS	01228 574123
Durham Tees Valley ATIS	09012 018111
East Midlands ATIS	0906 851 7567
Edinburgh ATIS	0131 333 6216
Glasgow ATIS	0141 887 7449
Guernsey ATIS	01481 238957
Humberside ATIS	01652 682020
Inverness ATIS	01667 464255
Jersey ATIS	01534 498073

Kirkwall ATIS	01856 878476
Leeds Bradford ATIS	0113 2509696 x2489
Liverpool ATIS	08717 505150
London City ATIS	020 7646 0224
London Stansted ATIS	01279 669325
Lydd ATIS	01797 322 422
Manchester ATIS	0161 499 2324
Newcastle ATIS	0191 2143400
Norwich ATIS	01603 420640
Shoreham ATIS	01273 467372
Southampton ATIS	02380 625877
Stornoway ATIS	01851 707444
Sumburgh ATIS	01950 461037
Wick ATIS	01955 607596

Useful contacts

Important telephone numbers – AAIB (DfT)

- Accident reporting, AAIB (DETR)
  Tel: ***01252 512299*** Fax: ***01252 376999***
- Emergency Alerting (Distress & Diversion) Cell, LATCC (NATS)
  Tel: ***01489 612406***
- Airprox reporting, UKAB
  Tel: ***0208 842 6051*** Fax: ***0208 842 6056***
- Occurrence reporting, Safety Data Dept (CAA)
  Tel: ***01293 573220*** Fax: ***01293 573972***
- Confidential Human Factors Incident Reporting (CHIRP)
  Tel: ***0800 214645*** *(UK only)*/***01252 378947*** Fax: ***01252 378940***

Other useful numbers

- Aircraft registration (CAA)
  Tel: ***020 7453 6666*** Fax: ***020 7453 6670***
- C of A, Permits to fly, Applications & Approvals (CAA)
  Tel: ***01293 768374*** Fax: ***01293 573860***
- Enforcement of regulations (CAA)
  Tel: ***020 7453 6193*** Fax: ***0207 453 6163***
- Exemptions, permissions, etc., FOI (GA) (CAA)
  Tel: ***01293 573525*** Fax: ***01293 573973***
- GA design certification (CAA)
  Email: department.certification@caa.co.uk
- Library (CAA)
  Tel: ***01293 573966*** Fax: ***01293 573181***
- Medical Division (CAA)
  Tel: ***01293 573700*** Fax: ***01293 573995***
- NOTAMs and aeronautical information, AIS (NATS)
  Tel: ***020 8750 3773*** Fax: ***020 8750 3775***
- Personnel licensing (CAA)
  Tel: ***01293 573700*** Fax: ***01293 573996***
- Publications
  Most are available on the CAA website
  www.caa.co.uk/publications
  Printed copies available from
  The Stationery Office (TSO)
  Tel: ***0870 600 5522***
  CAA publications listed on TSO website:
  http://www.tso.co.uk
- Safety Promotion, GASIL, etc. FOI (GA) (CAA)
  Tel: ***01293 573225*** Fax: ***01293 573973***

The CAA website ***http://www.caa.co.uk*** includes GA safety promotion information including /gasil or /safetysense leaflets.

CAA Airworthiness Evaluation and Surveillance

For matters relating to aircraft maintenance, contact your regional office.

Southern Tel: **01293 768600** Fax: **01293 768601**	**Manchester** Tel: **0161 216 4500** Fax: **0161 216 4549**	**Stirling** Tel: **01786 431400** Fax: **01786 448030**
Luton Tel: **01582 410304** Fax: **01582 457961**	**Stansted** Tel: **01279 466747** Fax: **01279 466757**	**South Western** Tel: **01934 529850** Fax: **01934 522068**

Filing flight plans

Guidance for completing flight plans is contained in AIP at ENR 1.10 – Flight Planning, and Safety Sense Leaflets 20 and 27. File when flying IFR in controlled airspace, when crossing an international boundary, or when flying over areas with sparse populations.

If your aerodrome of departure does not have an ATS unit, the primary means for filing flight plans should be through the Assisted Flight Planning Exchange (AFPEX) service. This allows pilots and small aerodromes access to file their own flight plans and other flight related messages.

The Civil Aviation Communications Centre (CACC) at Swanwick administers the AFPEX service and staffs the AFPEX Helpdesk to assist in filing flight plans and related messages. Permission to use AFPEX will only be granted to bona fide users based in the UK only and may be obtained from the CACC by email to **flightplanningonline@nats.co.uk**. Application forms are available on the website **http://www.flightplanningonline.co.uk** and approved users are issued with a LOGIN and unique password to access their personal mailbox.

An internet connection is essential but, once approved, an operator can file their flight plan from any computer.

Pilots wishing to file a flight plan who do not have access to AFPEX, or are unable to access the system for some reason, may use the AFTN Parent Unit listed in the AIP at ENR 1.10 – Flight Planning, and Safety Sense Leaflet 20.

The contact number for the AFPEX Helpdesk can also be used to close a flight plan or to cancel a state of emergency after landing if you have been unfortunate enough to need to declare one. The number can also be used by the nominated 'responsible person' to activate a flight plan, or in the event of an aircraft not arriving at its destination, to initiate overdue action.

CACC Contact Numbers (available 24 hours a day):

Helpdesk Telephone: **0845 601 0483**

Registration and Queries: **0845 601 0484**

Met Office

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Plan your airline operations efficiently with ClearFlight

ClearFlight is our new global briefing service, designed to make aviation weather information easier to access and interpret.

Contact us on +44 (0)1392 885680 or aviation@metoffice.gov.uk
Quote 'GetMet' as a reference. www.metoffice.gov.uk

Notes

Met Office
Safer
Make a difference to your flying time with our weather services
www.metoffice.gov.uk/aviation
• Essential, free and subscription pre-flight information
• Aviation weather training